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Honorable Percival F. Brundage
Director, Bureau of the Budget
Washington 25, D. C.

Dear Mr. Brundage:

Title IV of the Military Construction Act of 1955 (69 Stat. 324) provides:

"The Director of Central Intelligence is authorized to provide for a headquarters installation for the Central Intelligence Agency, in the District of Columbia or elsewhere, by the acquisition of land at a cost of not to exceed \$1,000,000, and construction of buildings, facilities, appurtenances, utilities, and access roads at a cost of not to exceed \$54,500,000, of which not more than \$8,500,000 shall be available for transfer to the National Capital Planning Commission and the Department of the Interior for acquisition of land for and construction to extend the George Washington Memorial Parkway to the present site of the research station of the Bureau of Public Roads at Langley, Fairfax County, Virginia: Provided, That at such time as it is determined that construction of such headquarters installation at said research station will not be commenced or continued, said amount of \$8,500,000, or the remainder thereof, shall no longer be available for obligation: Provided further, That at such time as the Central Intelligence Agency occupies the headquarters installation authorized by this title, the Administrator of General Services is authorized and directed to accomplish the demolition and removal of temporary Government building space in the District of Columbia of equivalent occupancy to that relinquished by the Central Intelligence Agency."

Chapter III of the Supplemental Appropriation Act, 1956 (69 Stat. 450) provides:

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"For the preparation of detail plans and specifications of a Central Intelligence Agency headquarters installation and for other purposes as authorized by title IV of the Act of July 15, 1955 (Public Law 151), to remain available until expended, \$5,500,000."

Of the \$5,500,000 appropriated, it was the understanding of the Congress, as communicated to me, that \$3,000,000 of this sum was for the preparation of detailed plans and specifications of the headquarters installation and \$2,500,000 for transfer to the National Park Service for construction of the Parkway. At the time this appropriation was considered the Congress expressed a wish that the Agency restudy carefully the site location of such a building. To meet this request the Agency retained the firm of Clarke and Rapuano, who have an outstanding reputation in this field, to survey all the available sites and recommend the one best suited for the Agency's purpose. Their study resulted in a strong recommendation of the property presently occupied by the Bureau of Public Roads at Langley, Virginia. The Agency approved this recommendation and as required by law proposed it for consideration by the National Capital Planning Commission.

The National Capital Regional Planning Council and the National Capital Planning Commission approved this recommendation on 5 December 1955, and 3 February 1956, respectively. Accordingly, the Agency is proceeding in coordination with the General Services Administration to take all steps necessary to construct a building at the Langley site as rapidly as possible. In coordination with the Public Buildings Service, an architect-engineer contract has been negotiated with the firm of Harrison & Abramovitz. The architects have prepared schematic and diagrammatic drawings of the proposed headquarters installation together with supporting architectural and engineering information and cost estimates, and the Public Buildings Service has prepared the cost analysis of the proposed installation.

We cannot proceed much further, however, unless additional funds are available for obligation. Even while the architect is completing detailed plans, we can proceed with necessary preliminary activity - if the funds are available. This will be a construction project of considerable magnitude. Provisions must be made for adequate access to the site; for parking facilities for the several thousand construction workers who will be involved; for preparation of the site to allow the construction of foundations and to provide stockpile areas for construction materials. Additional right-of-way must be acquired for the extension of the George Washington Memorial Parkway, and its extension must be commenced so that it will provide access to the site during construction. A failure to proceed with these necessary activities could delay the eventual occupancy date of the building for as much as

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twelve months. We would naturally like to move into this installation as soon as humanly possible. Due to increased costs of construction since the authorization was granted, as well as reductions from that now appears to have been a realistic estimate by the Public Buildings Service, the total amount authorized will not be adequate to provide a building which will house all of our employees in the Washington metropolitan area. However, the building proposal will provide space for approximately 8,000 employees, permitting the evacuation of the temporary space we now occupy, so that its demolition will be possible in accordance with the President's plans for urban renewal in the District of Columbia.

I therefore request at this time an appropriation of \$4,000,000 to be obligated and expended in accordance with the attached schedule (Annex A), in order that we may proceed with the completion of detailed plans and specifications, with preliminary site development, and with land acquisition for and construction of the George Washington Memorial Parkway, pending a return to the Congress with completely detailed plans and a request for a total appropriation to accomplish the construction authorized.

The foregoing is based upon current construction costs. Further increases in such costs would, of course, result in a further reduction in space. As supplementary information is constantly being developed, I should be pleased to confer with you further in preparation for presentation to the Congress.

Sincerely,

Allen W. Dulles
Director

Enclosures

CC: RFB:maz
cc: DCI (2)
ID/s
Comptroller
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